



AIRSIDE SAFETY ALERT

Reference	ASA 2020/02		
Date Issued	26/11/2020		
Issued By	Dan Jones	Position	Airside Operations and Safety Manager
Subject	AIRCRAFT PUSHBACKS AND ENGINE START-UP		

An Airside Safety Alert (ASA) will be issued to communicate immediate safety concerns relating to operations, equipment or environment, and to highlight negative safety trends. It is the responsibility of all employers to ensure that relevant ASAs are brought to the attention of their staff.

1. OBJECTIVE

To remind aircraft pushback teams, including tug drivers, headset operators and wing-walkers of the importance of remaining aware of activity on surrounding aircraft stands, during the pushback process, in order to avoid driving/walking behind live aircraft engines and jet blast.

2. SCOPE

This instruction is relevant to all aircraft pushback teams working airside.

3. INFORMATION

Airside Operations have received multiple safety reports from Ground Handling Agents of aircraft being towed behind other aircraft on self-manoeuvring stands with engines running, subjecting ground staff to jet blast. This has occurred most frequently behind stand 28 or 33, but could also occur in the east apron cul-de-sacs behind stands 9 or 10. To enhance safety, a new Tug Release Point (TRP) has been marked in the relevant cul-de-sacs, marked as 'TRP2'.

4. INSTRUCTIONS

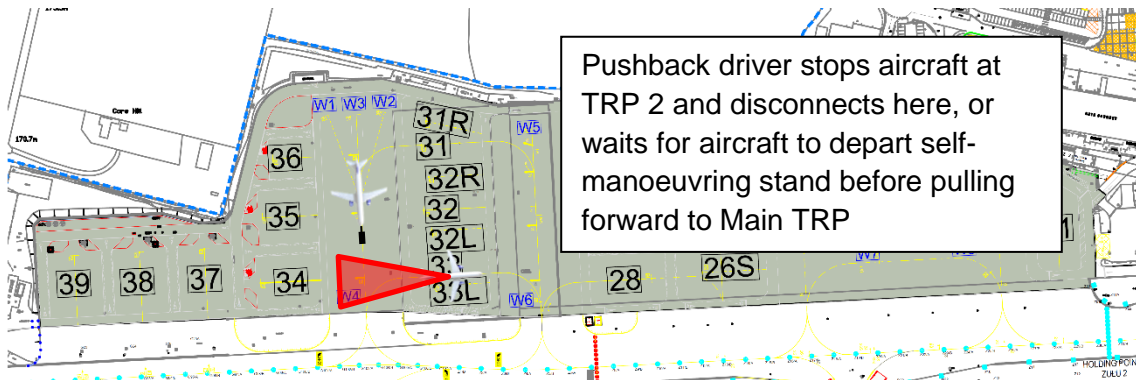
If an aircraft has started engines on a self-manoeuvring stand (i.e. stand 9, 10, 28, 33), with anti-collision lights activated, pushback teams should stop their tow short of the main TRP. The tug crew should stop the aircraft at TRP2 and either wait for the aircraft on the self-manoeuvring stand to taxi off-stand, or disconnect the aircraft at TRP2. If the tug is disconnected at TRP2, the pushback team will be responsible for assessing and controlling the effects of jet blast on the road system at the bottom of the cul-de-sac. It is the responsibility of the headset operator or wing-walker to assess hazards in the surrounding environment and signal the tug driver to stop at TRP2 if necessary.

If an aircraft is already at the main TRP with a pushback team still present, the headset operator on a self-manoeuvring stand shall wait for the pushback team to vacate the cul-de-sac before authorising engine start. Both scenarios are illustrated in the diagrams below.

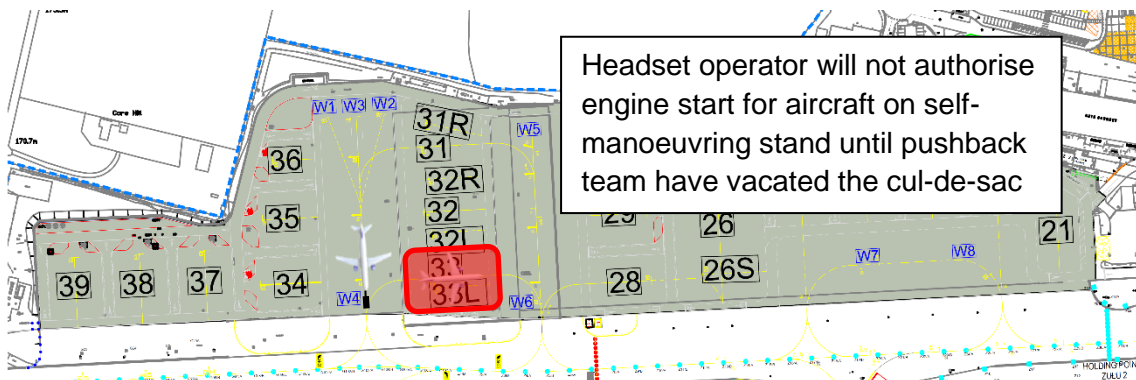
5. GENERAL ENQUIRIES

Any enquiries or safety/near miss reports should be submitted to **Airside Operations** on **01275 473705** or **07712 792235**.

SCENARIO 1 – AIRCRAFT ON NEARBY STAND HAS STARTED ENGINES FOR TAXI BEFORE TOWING BEHIND



SCENARIO 2 – AIRCRAFT UNDER TOW IS ALREADY AT MAIN TRP, BEHIND AIRCRAFT THAT HAS REQUESTED ENGINE START FOR SELF-MANOEUVRE



EXAMPLE TUG RELEASE POINTS

